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Message Text

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71
ORIGIN EB-07

INFO OCT-01 ARA-06 ISO-00 STR-04 COME-00 CIEP-01 FEA-01

AGRE-00 CEA-01 CIAE-00 DODE-00 FRB-03 H-02 INR-07

INT-05 L-03 LAB-04 NSAE-00 NSC-05 PA-01 AID-05 SS-15

ITC-01 TRSE-00 USIA-06 PRS-01 SP-02 OMB-01 FAA-00

DOTE-00 /082 R

DRAFTED BY EB/OT/GCP:RLANDERS:JM
APPROVED BY EB/OT/GCP:SAHMAD
STR:SLANDE
COMMERCE:FABBUHL
CIEP:SPIPER
EB/TT/OA:AWHITE
ARA/ECA:TSHUGART
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R 040239Z DEC 76
FM SECSTATE WASHDC
TO AMEMBASSY BRASILIA
INFO AMCONSUL RIO DE JANEIRO

C O N F I D E N T I A L STATE 295742

E.O. 11652: GDS

TAGS: ETRD, BR

SUBJECT: BRAZILIAN RESTRICTIONS ON IMPORTS OF GENERAL AVIATION AIRCRAFT

REF: MEMO OF PARTICIPATION FOR SECRETARY RICHARDSON/ FOREIGN MINISTER SILVEIRA MEETING, OCTOBER 4, 1976

1. AN INTERAGENCY GROUP MET RECENTLY TO CONSIDER ALTER-NATIVE APPROACHES FOR DEALING WITH THE PROBLEMS ARISING OUT OF BRAZIL'S IMPORT POLICIES WITH RESPECT TO GENERAL
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AVIATION PRODUCTS. THE DECISION WAS REACHED TO PRESS

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THE BRAZILIANS WHERE WE CAN MAKE THE CASE THAT THEIR CURRENT POLICIES ARE DAMAGING THEIR OWN DEVELOPMENT INTERESTS I.E., WHERE THEY ARE RESTRICTIMQ THE IMPORTATION OF NEEDED AIRCRAFT FOR WHICH THERE IS NO BRAZILIAN PLANE CAPABLE OF PERFORMING THE SAME FUNCTIONS. YOU SHOULD BE AWARE THAT DURING HIS RECENT VISIT HERE, FOREIGN MINISTER SILVEIRA SAID HE UNDERSTOOD THE US POSITION (REF MEMO, P. 2). SILVEIRA REPEATEDLY SAID THAT BRAZIL WOULD HAVE TO MANAGE THE SITUATION BETTER, THE CLEAR IMPLICATION BEING THAT MANUFACTURERS OTHER THAN PIPER WOULD HAVE TO BE ALLOWED A SHARE OF THE BRAZILIAN MARKET. WE VIEW THE GENERAL UNDERSTANDING REACHED BETWEEN SILVEIRA AND RICHARDSON AS

A MUTUALLY BENEFICIAL APPRAOCH TO THE PROBLEM, AND EMBASSY SHOULD CHECK WITH THE FOREIGN MINISTRY FOR A REPORT ON WHAT SPECIFIC MEASURES, IF ANY, THE GOB HAS TAKEN AS A FOLLOW UP TO SILVEIRA'S STATEMENTS.

2. AS A FIRST STEP IN THIS EFFORT WE WOULD PROPOSE THAT EMBASSY OFFICERS TRY TO GET A CLEAR PICTURE FROM APPROPRIATE GOB OFFICIALS OF THE SPECIFIC CRITERIA USED IN DECIDING WHETHER OR NOT TO GRANT AN IMPORT LICENSE FOR A PARTICULAR AIRCRAFT. IF POSSIBLE WE WOULD LIKE THE GOB TO SUPPORT THEIR CRITERIA WITH A LIST OF AIRCRAFT TYPES WHICH HAVE QUALIFIED FOR IMPORT PERMITS IN THE PAST.

3. WE BELIEVE IT WOULD ALSO BE DESIRABLE TO DEVELOP AN INVENTORY OF PENDING IMPORT LICENSE APPLICATIONS FOR US GENERAL AVIATION AIRCRAFT AND PARTS/ACCESSORIES, INCLUDING INFORMATION ON THE INTENDED USE OF THE AIRCRAFT WHICH APPLICANTS SEEK TO IMPORT, AND INDICATIONS AS TO WHY AIRCRAFT BEING PRODUCED IN BRAZIL CANNOT MEET THESE NEEDS. WE ARE WELL AWARE THAT THIS IS A DELICATE MATTER, THEREFORE EMBASSY'S VIEWS ON WHETHER AND HOW SUCH INFORMATION CAN BE OBTAINED AS WELL AS ANY OTHER COMMENTS ON THE STRATEGY OUTLINED IN THIS CABLE WOULD BE APPRECIATED. KISSINGER

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Draft Date: 04 DEC 1976
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